

Honolulu Star-Bulletin

RILEY H. ALLEN

EDITOR

TUESDAY, DECEMBER 15, 1914.

The man who is in the highest state of prosperity and who thinks his fortune most secure, knows not if it will remain unchanged till the evening.—Aldous.

ENFORCING PANAMA CANAL NEUTRALITY.

Col. Goethals' repeated requests that the navy department send vessels to enforce neutrality in the Panama Canal Zone indicates a situation of some seriousness there. While he has given little indication as to the details of breaches of neutrality, he hints that it is in regard to the use of radio or wireless messages within forbidden waters.

The neutrality regulations at the Canal Zone are quite definite and strict. There ought to be no misunderstanding, on the part of belligerents, as to what they can and cannot with propriety do in Panamanian waters.

With the outbreak of the European war, academic questions of neutrality were at once transformed into exceedingly practical and immediate questions. In many cases the existing treaties, agreements or rules proved insufficient to cover points of detail and interpretations were necessary.

The state department found a lack of precision in regard to the Canal Zone and to settle moot points there was issued a proclamation by President Wilson supplementing the existing regulations for the preservation of neutrality in the canal itself and throughout the entire Canal Zone.

The tremendous new factor of aerial navigation has caused the inclusion of prohibition to aircraft of belligerent powers, forbidding them to rise or descend to canal zone territory or to pass through the air spaces above the land or water of the zone.

It also forbids any use of wireless telegraph by belligerent vessels within zone jurisdiction except on business in connection with the canal. Col. Goethals has probably found this regulation violated by belligerent vessels.

Belligerent powers are forbidden by the proclamation to embark or disembark troops, war munitions or warlike materials in the zone, except in case of necessity due to accident. Belligerent vessels are not to remain in the canal zone territorial waters longer than twenty-four hours at any time except when in distress, and the old requirement of twenty-four hours between departures of opposing belligerents is retained.

Only in case of actual distress and to make a vessel seaworthy may the United States repair facilities and docks be used by belligerent ships, and the work must be done speedily under supervision of canal authorities.

Except by special arrangement there shall not be at any one time more than three war vessels of any one nation, including those of the allies, in either territorial water, nor more than three such vessels in transit through the canal, or more than is at one time in all the territorial waters of the zone. When opposing belligerent ships are simultaneously present, the twenty-four hour rule of departure must be observed between them, order or departure to be determined by order of arrival, except where circumstances make extensions of stay permissible. A belligerent vessel must not leave within twenty-four hours after departure of an adversary's private vessel.

The proclamation defines a warship as a public armed vessel, commanded by a duly commissioned government officer, with a crew under regular discipline, the vessel being qualified by armament and personnel to take offensive action against the enemy's public or private ships. Except as to hospital ships, the same treatment is to be given every vessel, belligerent or neutral, armed or not, that does not fall under this definition when it is employed by a belligerent power as a transport, fleet auxiliary or otherwise to aid hostilities.

Passage through the canal is to be accorded only upon written assurance by commanders of observance of regulations. Belligerent ships are not to revictual nor take on coal except as may be strictly necessary. Prizes of war are to be governed by the same rules.

FOLLOW THE CASE THROUGH

The case against the manager of the "Spanish War Veterans Club," arrested at the instance of the license inspector for alleged violation of the liquor law, is due to come up in police court tomorrow.

The attorney-general's vigorous action has

resulted in the surrender of the "club's" permit issued by the territorial treasurer, and in the closing of the resort. But it should not mean that the case against the manager is necessarily to be closed. Certainly it ought not to be the official attitude that a man accused of selling liquor illegally can escape prosecution if he shuts up shop for awhile. The case should be pressed, and if there is sufficient evidence of law violation, the man should be punished; if the evidence of law violation is not sufficient, the accused should have the benefit of a public statement to that effect.

JAPAN'S HOME CRITICS.

Japan's occupation of German island possessions in the Pacific and the siege of Tsingtau were accompanied by the repeated statement that her operations were not for territorial expansion or conquest, but for temporary military purposes alone. Again and again from Tokio have come semi-official and official statements which have been interpreted, by Americans certainly, to mean that Japan ultimately intends to restore Tsingtau to China and to withdraw from the Pacific islands when the war is over.

The Star-Bulletin has drawn attention on several occasions to the changing tone of some of the Japanese newspapers fairly close to officialdom. A part of the Nippon press now apparently believes Japan should hold to what it has gained.

But this view is bitterly opposed by a large, influential and rapidly-growing group of Japanese political leaders. Two weeks ago the Taisho Doshikai, a political organization of much strength, held a meeting in Tokio, attended by more than 200 political leaders, newspapermen and members of Parliament. The meeting devoted itself to considering Japan's policy toward China. A newspaper report of this meeting says:

"All the speakers agreed in regarding the present as the best opportunity imaginable for effecting a fundamental solution of the Chinese problem. They were also as one in advocating a pacific policy, that is, the policy of the territorial integrity of China and of maintenance of Oriental peace. Manchuria should be restored, if not at once, at least eventually. Everything should be done to secure the good will and lasting friendship of China. And so forth. It is true that one or two orators declared that Japan should show China the stronger side of her face and thrash her, so that she learn to obey whatever is dictated by Japan, and that Kiaochow should be retained by Japan in perpetuity. But the exponents of this strong policy were in the minority. The majority of the speakers stood firmly for the peace of the Orient. Dr. Ariga, who was among the speakers, advised the Japanese in general to respect the Chinese, which is the surest way to enlist their sympathy."

The meeting also rebuked the "dull, slow and stupid foreign office."

Whether the views of the Japanese imperialists will prevail over those voiced by such organizations as the Taisho Doshikai remains to be seen. It is obvious that Japan must either return Tsingtau to the Chinese or face a bitter fight at home.

New York stocks are on the upward trend. Financiers are optimistic. The country's trade is reviving. The administration is keeping Uncle Sam out of the European war. Hawaii ought to get good prices next year for a large crop of sugar. The Republicans ought to elect a president in 1916 and the tariff ought to be restored on sugar. Well, why not be happy about it during this holiday season?

Recent captures made by the federal authorities suggest that smuggling opium is getting to be among the lost arts.

If it is true that "carols will be sung Christmas eve from the roof of the Capitol," it will be a unique musical and acrobatic event.

Histories of the future will have a chapter beginning, "All Mexico was divided into three parts."

The Servian army is back in Belgrade again—or at least it was this morning.

Marshal Smiddy is a distinct success as a promoter of the hop dansants.

It is also quite a distance to Warsaw.

DARING CLIMB TO SUMMIT OF LIVE CRATER OF MOKUAWEOWEO

(Continued from page one)

less active than a week ago when the light and smoke could be seen a hundred miles or more. While in Kona a shaft of light at each end was visible as distinct and clear as that thrown from a search-light. The smoke that Mr. Bowdish saw was so little that the breeze carried it away most of the time before it could rise above the rim. Only a few times during the previous days' climb was the party cheered by the thin wreath of smoke which became visible for a few minutes at a time. Saturday night a slight glow above the crater was again visible in Kona, showing that the activity had increased to some extent.

Ascent Is Hard.

The party required two days to make the ascent and a half day less for the return, during the short winter days, getting back Saturday noon, Dec. 12, after a very hard but fortunate trip. They had no bad weather except a drizzling rain the first afternoon and night. This clear weather was indeed fortunate, for the complicated trail must be followed to avoid the later flows of lava that are like great cinders, or aa, which are impassable for animals and must be avoided. For 2 1/2 miles or more the unbroken billows and great streams of black lava are irregularly covered by the later and impassable flows.

URGE RUSH WORK ON KUHIO BAY'S DAMAGED WHARF

(Continued from page one)

adoption of reinforced concrete for use in territorial wharf building.

In his report, addressed to the board, Chairman Forbes says:

"On November 14 and December 2 the wharf was examined for the purpose of determining the damage sustained by the storm of October 23 and the ranging of the S. S. Virginian at the wharf on the same date."

"I beg to refer you to Capt. Mosher's report of October 25, which gives in detail the ranging of the Virginian during the time he was aboard."

"I believe that the breaking of the waves over the breakwater and the surging of the water around the uncompleted end of the breakwater is the real cause for the damage."

He then details the damage done, bearing out the statement as to the disastrous effect of the storm. He continues:

"The fill mounds of the wharf structure has a crack 40 feet long, which shows signs of sloughing. No settlement was noted, but the rip-rap was damaged. There is a hole five feet in diameter and 12 inches deep at the southern end of the wooden structure. The first row of piles makal of the fill shows rapid destruction by the tides. With a collapse of any of these piles and settling of the fill, the cap would have no bearing. Consequently a failure is inevitable. Some of these piles have been attacked by the teredo until they are now but four or five inches in diameter. The top of the wharf at the outer end shows considerable wash at the junction of the fill and the concrete pier here is some four feet out of place. The rip-rap has been torn away to some extent and the waves have washed some of the loose material upon the tracks in this sunken section. The Virginian hit the wharf between piers 80 and 85. The fenders are crushed at the outer end. The crack is horizontal and continues across the cap and is about 14 inches from the bottom. Apparently the Virginian hit the wharf a lifting blow."

"As will be seen from this report, considerable damage to the wharf has been done to the structure by the recent storm, and the ranging of the vessel. I recommend that immediate repairs be made."

His recommendation for repairs is as follows:

"There is a concrete beam the entire length of the wharf which is supposed to act as a retaining wall. This beam is not of any value, either as a bearing beam or for retaining purposes. It will be necessary to remove this beam in its entirety and replace the same with a reinforced concrete, battered wall on a spread footing about eight feet deep, and it may be found necessary, upon a closer examination, to drive piles upon which to carry this wall. This wall would act

making a labyrinth of the trail which only the initiated can follow. For hours the trail was up and up over level after level of the unending lava. Glimpses of the snow-crowned peak lead one to believe that it was not far distant. Then perhaps after another hour of climbing up from one level to another apparently the top was farther away than ever. And the long detours around the impassable places grew wearisome in the extreme.

Guides do Good Work.

This party was under the very satisfactory guidance of the Gaspars, who have in the past so successfully piloted large and small parties to the top. They were ready for every emergency which arose and their equipment left out nothing necessary for safety or need.

Dr. Baker and Mr. Bowdish both feel that the chances run during an ascent in the winter months amount to great hazard because of the vast miles of unbroken lava which a mist or storm would render terra incognita and the constant danger of falling into holes or of breaking through the crust—contingencies which could not be guarded against. As it was, Mr. Bowdish's mule twice broke through, once causing him to be thrown off. It is no wonder that few people have braved the hardships and certain dangers of an ascent of Mauna Loa.

The snows appeared to be even heavier on the Kauai side.

as a retaining wall as well as to carry the ends of the cap, which at the present time are unsupported.

"The plan of this structure does not show that the dredging was so done as to form a tow in which to prevent the sliding or settling of the rip-rap when disturbed by wave action. It appears that the rip-rap was so designed without any thought or attention given to the possibility of what has recently occurred. It will be necessary to place some five-ton rock at the base of the rip-rap where the settlement has occurred, after which the rip-rap in these sections should be built up to the line of the proposed new concrete wall."

"At the makai end of the sunken section, it will be necessary to drive a row of concrete piles upon which to set a reinforced concrete wall, properly anchored to the fill."

"The rail in this section has been distorted, and the fill washed out. I recommend that the paving for this wharf be let at once and repairs to the wharf be authorized immediately, as a repetition of the recent storm may possibly damage the wharf to such an extent that it would not be advisable to replace the same with a wood structure."

"The commissioners who examined the wharf with me on December 2, I believe, are satisfied that wooden structures in the territory of Hawaii are unsatisfactory, but I want again to bring to your attention the imperative need and the adoption of reinforced concrete. With the amount of money necessary to repair this wharf, the amount spent in its construction is in excess of what a reinforced concrete wharf would have cost."

"It will require \$15,000 to put this wharf in shape, and same, in part, can be done out of the appropriation of 'maintenance of wharves and landings, Hawaii,' for which there is \$6854.64 available. Fifteen thousand dollars as mentioned necessary for these repairs, includes the driving of concrete piles, and if upon examination, the removal of the present concrete wall, it is found that piles are unnecessary, the amount may be decreased."

"I request your approval of these repairs and immediate authorization."

THE INTERVIEWS

COMMISSIONER G. S. CURRY: "Wanted—An Office" is a sign which I ought to hang out at this time. It looks like I am going to have to conduct governmental affairs in my own office after this."

AUGUSTUS E. MURPHY: There are occasional applications at the federal clerk's office for passports, and a little difficulty is experienced at times from the fact that persons wishing passports do not know what course to follow to secure them. This office has just received copies of the regulations covering the issuance of passports which contain all the information necessary.

John Leary, a capitalist of Philadelphia, was found dead at Atlantic City, N. J., with the gas turned on in his home.

Angelo Gubitosi, "king of little Sicily," in New York, was shot dead by gangsters who escaped in an automobile.

DWELLINGS FOR RENT—FURNISHED.			
1554 Palolo Valley Road	3 bedrooms	.....	\$35.00
2336 Oahu Avenue, Manoa	4 bedrooms	13.50
Prospect and Alapai Streets	3 bedrooms	60.00
Adams Lane	3 bedrooms	50.00
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1235 Palolo Valley Road	2 bedrooms	13.50
1139 Ninth Avenue, Kaimuki	4 bedrooms	45.00
2456 Wai'alea Road	3 bedrooms	.....	30.00
1326 Kapiolani Street	3 bedrooms	.....	40.00
Kunawai Lane, Liliha Street	3 bedrooms	.....	20.00
Kalihi, opp. Kamehameha IV Road	3 bedrooms	.....	25.00
Cottage No. 3, Auld Lane, Kalihi	3 bedrooms	16.00
Aloha Lane, King Street	2 bedrooms	17.00

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Personal Mention

ROBERT HIND of Hawaii is a visitor at the capital today.

J. P. COOKE has returned from a trip to Maui, called there on a business mission.

J. D. PARIS of Hawaii was an arrival from the windward side of the island in the steamer Mauna Loa this morning.

WILLIAM O. SMITH is back from a business trip to windward Hawaii, returning to this city this morning in the Mauna Loa.

JOHN A. SCOTT, the Hawaii plantation man, is attending to business matters at the capital. He was a passenger in the Mauna Kea this morning.

L. WEINZHEIMER, manager of Pioneer mill at Maui, was numbered with the passengers arriving at the port this morning in the steamer Mauna Kea.

MRS. D. P. PENHALLOW, who has spent several months on the Pacific coast, returned to the islands this morning in the Matson steamer Lurline.

MISS EDNA EDINGS, daughter of Judge W. S. Edings, is an arrival to-day in the Matson liner Lurline. Miss Edings will remain for some months in the islands.

GEORGE P. DENISON, superintendent of the Oahu Railway Company, is back from a business trip to

Hilo. He was a passenger in the steamer Mauna Kea.

ANDREW ADAMS, manager of Kahuku plantation, returned from an extended pleasure trip to the mainland today. He was a passenger in the Matson steamer Lurline.

CURTIS P. LAIKKEA has completed a brief business trip to the Kona and Kau district of the island of Hawaii. He was numbered with the passengers to reach the city in the Mauna Loa this morning.

V. M. HARRISON, until recently second clerk in the third division of the local circuit court, underwent a serious operation at Queen's hospital this morning. The operation was performed by Dr. Judd and Dr. Hodgins.

OTTO F. HEINE will assume the duties January 1 of second deputy United States marshal, according to information given out yesterday afternoon in federal court circles. Mr. Heine has been working in the marshal's office for the past three weeks, getting in touch with his new duties. He will succeed Harry Bruns.

CHINESE, CHARGED WITH SMOKING OPIUM, TURNED LOOSE BY COMMISSIONER

Following the removal of his headquarters from the marshal's office in the Federal building, United States Commissioner George S. Curry, at a hearing in his own private office in Kanuhumanu street this morning, released Chan Chin, a Chinese, charged with smoking opium, upon a bond of \$500. A further hearing of the case will be held Saturday morning in the commissioner's office. Chan Chin was arrested last night in a raid on an opium den made by the marshal and his deputies.

Only \$250 Cash

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Fine fruit trees are growing on the lot. The price is \$1900.

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1126 King St. 5 bedrooms 50.00
Cor. Kaka Head and Pahoa Aves., Kaimuki 4 bedrooms 45.00
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